

Federal Aviation Administration – [Regulations and Policies](#)
Aviation Rulemaking Advisory Committee

Transport Airplane and Engine Issue Area
Loads and Dynamics Harmonization Working Group

Task 6 – Strength and Deformation

Task Assignment

Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of the Braking Systems Harmonization Working Group.

SUMMARY: Notice is given of the establishment of the Braking Systems Harmonization Working Group by the Aviation Rulemaking Advisory Committee (ARAC). This notice informs the public of the activities of the ARAC.

FOR FURTHER INFORMATION CONTACT: Michael H. Borfitt, Assistant Executive Director, Aviation Rulemaking Advisory Committee, Transport Airplane and Engine Issues, FAA Engine & Propeller Directorate, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone (617) 238-7110, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: On January 22, 1991 (56 FR 2190), the Federal Aviation Administration (FAA) established the Aviation Rulemaking Advisory Committee (ARAC). The committee provides advice and recommendations to the FAA Administrator, through the Associate Administrator for Regulation and Certification, on the full range of the FAA's rulemaking activities with respect to aviation-related issues.

In order to develop such advice and recommendations, the ARAC may choose to establish working groups to which specific tasks are assigned. Such working groups are comprised of experts from those organizations having an interest in the assigned tasks. A working group member need not be a representative of the full committee. Recently the ARAC established the Braking Systems Harmonization Working Group.

The FAA announced at the Joint Aviation Authorities (JAA)-Federal Aviation Administration (FAA) Harmonization Conference in Toronto, Canada June 2-5, 1992 that it would consolidate within the ARAC structure an ongoing objective to "harmonize" the Joint Aviation Requirements (JAR) and the Federal Aviation Regulations (FAR).

Tasks

The Braking Systems Harmonization Working Group is charged with recommending to the ARAC new or revised requirements for approval of brakes installed on transport category airplanes. The product of this exercise is intended to be a harmonized standard, acceptable to both the FAA

and the Joint Aviation Authorities (JAA).

Reports

The Braking Systems Harmonization Working Group should develop and present to the ARAC:

1. A recommended work plan for completion of the task, including the rationale supporting such plan, for consideration at the meeting of the ARAC to consider transport airplane and engine issues held following publication of this notice;
2. A detailed conceptual presentation on the proposed recommendation(s), prior to proceeding with the work stated in item 3. below;
3. A draft Notice of Proposed Rulemaking (NPRM), with supporting economic and other required analyses, and/or any other related guidance material or collateral documents the working group determines to be appropriate; or, if new or revised requirements or compliance methods are not recommended, a draft report stating the rationale for not making such recommendations; and
4. A status report at each meeting of the ARAC held to consider transport airplane and engine issues.

Participation in Working Group Task

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the task and stating the expertise he or she would bring to the working group. The request will be reviewed with the assistant chairman and working group leader, and the individual will be advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the information and use of the Aviation Rulemaking Advisory Committee are necessary in the public interest in connection with the performance of duties imposed on the FAA by law. Meetings of the Aviation Rulemaking Advisory Committee will be open to the public, except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the working group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on June 3, 1994.

Chris A. Christie,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 94-14146 Filed 6-9-94; 8:45 am]

BILLING CODE 4910-13-M

Analysis completed; no recommendation resulted.

FAA Action



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 15 1998

Mr. Craig R. Bolt
Manager, Systems Development and
Validation
Pratt & Whitney
400 Main Street
Mail Stop 162-24
East Hartford, CT 06108

Dear Mr. Bolt:

We have begun an effort to close out old Aviation Rulemaking Advisory Committee (ARAC) tasks and recommendations. In our review of the oldest tasks, it became apparent that several assigned to Transport Airplane and Engine Issues can be closed.

In its most recent report, the Loads and Dynamics Harmonization Working Group has advised ARAC that no changes to 14 CFR Title 14 are necessary under Task 6 (Strength and Deformation) or Task 7 (Design Flap Speeds), and consequently the working group will not be submitting any recommendations to ARAC.

The Loads and Dynamics Harmonization Working Group also has recommended to ARAC that Task 10 (Rough Air Speed) be combined with Task 5 (Continuous Turbulence Loads).

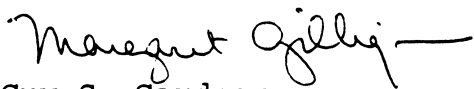
The General Structures Harmonization Working Group has advised ARAC that the substance of its Task 6 (Residual Strength Loads for Damage Tolerance) is being addressed in its Task 5 (Damage Tolerance and Fatigue) and, therefore, Task 6 can be closed.

The Engine Harmonization Working Group has advised ARAC that Task 5 (Turbine Rotor Overtemperature) is no longer considered a Significant Regulatory Difference with the Joint Aviation Authorities JAR-E regulations and, therefore, the task can be closed.

If ARAC agrees with the above, the FAA will consider Loads and Dynamics Harmonization Working Group Tasks 6, 7, and 10; Engine Harmonization Working Group Task 5; and General Structures Harmonization Working Group Task 6 closed. Please advise us as soon as possible.

If you have any questions, please call Jean Casciano on
(202) 267-9683.

Sincerely,

A handwritten signature in cursive script, appearing to read "Guy S. Gardner", followed by a horizontal line.

Guy S. Gardner
Associate Administrator for
Regulation and
Certification